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CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~

COUNTRY Soviet Zone of Germany

REPORT

TOPIC Cottbus Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 August 1950

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

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This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.
Next Review Date: 2008

No Change in Class.
Declassified
Class. Changed To: 1S 3 C

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1. A biplane took off from the Cottbus (N 52/A 57) airfield at 5:50 p.m. on 11 July 1950 and landed again at 7:10 p.m. Three single-engine planes, which were not identified, were towed out of a hangar at 7 p.m. The hangars were open and unoccupied. (1) [redacted] the bomber unit which was previously stationed at the field was transferred to Drewitz (O 52/A 68). (2) About 60 percent of the barracks buildings north of the Cottbus-Burg (N 52/A 47) road were lighted at night. The barracks buildings were occupied by soldiers wearing black-bordered blue, and red-bordered black epaulets. Ambulance [redacted] fuel truck [redacted] and trucks [redacted] entered and left the field. (3) A fuel dump was in the northern section of the field. No radar sets or aircraft crates were seen.
2. The construction workers at the field were relieved at 6 p.m. The new shift of 200 to 250 laborers included women. About 60 to 70 workers were escorted to the woods west of the hangars which might indicate that construction work was also in progress there. Four railroad cars were standing in a large shed of the building materials dump in the southwestern corner of the old landing field. A crane unloaded sand from the railroad cars into four towers at the side of the shed. From there the sand was loaded into dumpcars running on narrow-gauge railroad tracks.
3. Pegs, of the same type as those used for the construction of the new runway were driven into the ground along the old runway extending from the northeastern corner of the field to the southwest. The old runway was being widened on both sides. A building material dump with sheds and cantonment buildings was north of the intersection of the two old runways. This new dump was connected with the old dump by narrow-gauge railway tracks. About 20 workers laid tracks of the same gauge as the Spreewald railway in the southern section of the field. There was continuous traffic of dumpcars towed by diesel locomotives on narrow-gauge tracks.
4. Workers said that the target date for completion was set by the Soviet com-

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struction supervisors for 1 October 1950. The order was allegedly given on 1 July 1950 that construction work was to be completed by 1 September 1950, and for this new work force were drafted from the Forst (O 52/A 77) area. (4)

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Comments.

- (1) The Cottbus airfield is not occupied by an air unit. Individual courier planes occasionally land there. The three single-engine planes were probably only stationed at the field temporarily. The occupation of the field by a large air unit is not possible at present because of the construction work.
- (2) The transfer of the bomber regiment from Cottbus to Drewitz was reported before.
- (3) From the motor vehicle , air force ground units are still stationed in Cottbus. This indicates a possible reoccupation of the field by an air unit, upon completion of the construction work. Army units are also quartered in the barracks buildings at the field.
- (4) This is the first report that the target date for the completion of the construction has been advanced. It is possible that the expansion work under way at the various airfields is to be completed between 1 September and 1 October 1950.

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